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NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

CSLC EIR No.: 735
File Ref: PRC 5574.1; W30068.3
SCH No.: _____

Date: March 22, 2006

To: Interested Parties

Project: Chevron El Segundo Marine Terminal New 30-Year Lease (State Lease PRC 5574.1)

Applicant: Chevron Products Company
324 W. El Segundo Blvd.
El Segundo, CA 90245

Location: Offshore of Chevron El Segundo Refinery, city of El Segundo, Los Angeles County, California.

Project Description:

Chevron Products Company (Chevron) is seeking approval from the California State Lands Commission (CSLC) of a new 30-year lease through September 30, 2032, for the existing Chevron El Segundo Marine Terminal (proposed Project) and appurtenant facilities to be included in Lease PRC 5574.1. This would allow Chevron to continue operating the Marine Terminal, the Chevron El Segundo Refinery (Refinery) and associated onshore storage facilities.

The offshore Marine Terminal facilities within Santa Monica Bay include two active berths (Berths 3 and 4), each using a seven-buoy mooring located in a circle around a vessel to hold it in a fixed position during the transfer of fuel oils, crude and crude products to the Refinery or received from onshore tankage. Berth 3 is located

approximately 7,300 feet (1.4 miles[1]) offshore, and Berth 4 is located approximately 8,100 feet (1.5 miles) offshore.

Purpose of Public Scoping Process:

The CSLC will be the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare an Environmental Impact Report (EIR) for the proposed Project.

The purpose of this Notice of Preparation / Notice of Public Scoping Meeting is to obtain the views of agencies and the public as to the scope and content of the environmental information and analysis, including the significant environmental issues, reasonable alternatives and mitigation measures that should be included in the Draft EIR. Applicable agencies will need to use the EIR when considering related permits or other approvals for the proposed Project.

The Project, location, description of the marine terminal and potential environmental effects are discussed in the attached Scoping Document. Due to the time limits mandated by State law, written comments must be sent by **April 21, 2006.** Submittal of electronic copies of comments in MS Word format is also appreciated. Please send your comments to:

Thomas Filler
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
FAX: (916) 574-1885
E-mail: fillert@slc.ca.gov

Pursuant to section 15083, Title 14, California Code of Regulations, the CSLC will also conduct two public scoping meetings for the proposed Project to receive oral testimony at the times and place listed below:

DATE: **April 5, 2006**.

TIME: 3:00 p.m. and 6:00 p.m.

LOCATION: El Segundo City Council Chambers
350 Main Street
El Segundo, California
(310) 524-2302

If you have any questions, please contact Thomas Filler at the above address, by calling (916) 574-1938, or by e-mail to fillert@slc.ca.gov. Copies of this notice will also be available at the Public Scoping Meeting.

Signature: _____ Date: March 22, 2006

Thomas Filler

Staff Environmental Scientist

[1] All miles are listed as statute miles unless otherwise stated.

1. Project Objective

Chevron is seeking approval from the CSLC of a new 30-year lease through September 30, 2032, to continue current operations at its crude oil and petroleum product Marine Terminal offshore El Segundo, California. The Marine Terminal supports the adjacent Refinery, which manufactures fuels and lubricants.

The proposed Project has the following objective:

- To acquire a new 30-year lease for the Marine Terminal to enable the continued operation of the El Segundo Refinery.

2. Project Location

The proposed Project is located on property owned by the State of California and administered by the CSLC. The property is located offshore of the city of El Segundo, in Los Angeles County, California (see Figure 1 - Regional Map and Figure 2 - Location Map).

The lease proposed for renewal (PRC 5574.1) extends offshore of the city of El Segundo.

3. Lease History

Chevron El Segundo Marine Terminal – CSLC Lease PRC 5574.1

The CSLC's leasing jurisdiction over the Marine Terminal extends from the mean high tide line offshore (see Figure 3 - Lease Areas). The CSLC's regulatory jurisdiction extends to the first valve outside the containment surrounding the onshore petroleum storage tanks. The storage tanks are integral components of terminal operations.

In 1978, the CSLC authorized the consolidation of three existing leases with Chevron from the 1960s and 70s covering four multiple buoy offshore marine terminal berths into a single lease, PRC 5574.1. These offshore berths serve the Refinery by providing for delivery of crude oil to and transfer of refined product from the refinery to tank ships. Lease PRC 5574.1 was originally for a period of 15-years, beginning in 1977, with three successive renewal periods of 10-years each. Subsequent to the issuance of this lease the physical configuration of the berths has been modified. The berth closest to shore, Berth 1, was removed in 1985, and its pipelines were abandoned in place. Berth 2 was removed in 1992 and its pipelines were extended to Berth 3, making it a mixed-use berth. The current lease covers two multiple buoy berths, Berths 3 and 4, together with a number of active and abandoned pipelines, and also includes a rock and concrete groin and beach fill area. Chevron has applied for a new 30-year lease covering the existing berth facilities.

As defined in the State CEQA Guidelines section 15378(a)(3), the proposed Project is the new 30-year lease for the offshore Marine Terminal, as well as related pipelines extending from the Marine Terminal to the mean high tide line, and the rock and concrete groin and beach fill area.

4. Description of Marine Terminal

The Marine Terminal is located offshore and its facilities include two active berths (Berths 3 and 4). Berths 3 and 4 are conventional multiple buoy moorings (CBMs). A CBM system uses a number of buoys located in a circle around a vessel to hold it in a fixed position while hydrocarbons are pumped to the Refinery's tanks or received from onshore tankage. Berth 3, located approximately 7,300 feet (1.4 miles) offshore, is a seven-buoy mooring consisting of two separate piping systems. One system, (3C), is for light oils (primarily gasoline, diesel, and jet fuels), and the other system, (3B), is for crude oils, refined products, and black fuel oils. The light oils system was installed in 1970 and was subsequently extended from Berth 2 to Berth 3C in 1993. It has one unlighted spar buoy and an unlighted "can buoy". The seaward "can buoy" marks the end of the 12-inch submarine hose, which consists of seven 35-foot lengths. This hose string is connected to a pipeline end manifold (PLEM) from which a 16-inch and a 12-inch pipeline extend to the onshore facilities. The spar buoy is anchored to the sea floor by synthetic rope attached to a concrete block. The Berth 3B crude oils system was installed in 1962. It has an unlighted "can buoy" that marks the end of the submarine hose, which consists of six 25-foot lengths of 16-inch hose followed by a steel reducer and then by three 30-foot lengths of 12-inch over-the-rail hose. The hose string is connected to a PLEM from which a 26-inch and a 12-inch pipeline extend to the onshore facilities. An 8-inch diameter 50-foot long crossover hose connects the 26-inch and 12-inch pipelines.

The most recent information provided to the CSLC states that vessels visiting Berth 3 range in size from 8,000 to 123,000 dead weight (metric) tons (DWT). One 1,500 hp booster pump and one stand-by 500 hp booster pump located near the center of the Marine Terminal's onshore facilities are used in conjunction with on-board ship pumps to convey oils to and from Berth 3. A separate vacuum pump is used to keep the system under slight vacuum when not in use. A 15 hp injection pump is used to maintain pressure on the underwater hoses to preclude kinking of the hoses as they are lifted off the ocean bottom, laid across the ship's rail and connected to the ship's manifold. The pump is also used for the same purpose when the hoses are disconnected and replaced on the ocean bottom.

Berth 4, located approximately 8,100 feet (1.5 miles) offshore and 950 feet south of the submarine lines from Berth 3C, is a seven-point mooring used for the transfer of fuel oils, crude and crude products. The berth is connected by a 36-inch diameter and a 14-inch diameter submarine transfer line to onshore facilities. An inshore spar buoy marks the end of the submarine transfer lines and a "can buoy" indicates the hose end. The buoy arrangement is the same as Berth 3. There is one hose string consisting of four 20-inch diameter 35-foot lengths and one 20-inch diameter 30-foot lengths followed by a steel reducer, then four 16-inch diameter 30-foot lengths of over-the-rail hose. The hose strings connect the 36-inch and 14-inch submarine transfer lines from the onshore facility to the mooring.

The most recent information provided to the CSLC states that vessels visiting Berth 4 currently range in size from 35,000 to 188,000 DWT. Three 1,250 hp booster pumps located at the south side of the onshore facilities are used to convey refinery products to and from Berth 4. A vacuum pump and pressure pump are also used in the same manner as the Berth 3 pumps.

Each of the berth's independent pipeline systems is composed of a main and a circulation pipeline. These two types of pipelines are connected at each berth through a pipeline end manifold as described above. Circulating lines are used to flush the main line with a gas oil or light hydrocarbon mixture after each loading or unloading of a vessel. A flexible hose is connected to the end of the PLEM. Once the vessel is secured to the mooring buoys at the berth, the hose is lifted from the bottom of the bay and connected to the vessel for loading or unloading.

In 1983, Chevron constructed a protective peninsula of rocks, called a groin, near the southern boundary of the Marine Terminal site to protect the shoreline and sea floor sediment from severe erosion caused by ocean storms. Originally, the groin was 900 feel long with an elevation of +12 Mean Low Low Water (MLLW) level. The first 450 feet of the groin were constructed of concrete with the remainder in rock. At approximately one foot MLLW, 450 feet offshore, the groin becomes semi-permeable to allow sand flow through the groin. To construct the groin, 13 ton rocks were placed at a slope of 1:1.5. During winter storms of 1985-86, approximately 160 feet of the seaward extent of the groin were destroyed. In 1987, the groin was repaired using 20 to 25 ton rocks at a slope of 1:3 and now extends 800 feet offshore.

Onshore Marine Terminal facilities include a refinery forebay, a control house, three berth pump stations, two substations, and a helicopter landing pad and oil spill command trailers.

5. Permits and Permitting Agencies

According to the Applicant, the Marine Terminal and associated facilities are currently in compliance with all applicable regulatory requirements. Local, State and federal agencies that have permits or approvals associated with existing operations, and that have, or may have, approval or oversight over aspects of the proposed Project, include the agencies listed below:

- California State Lands Commission (CEQA Lead Agency)
- California Coastal Commission
- California Department of Fish and Game, Office of Oil Spill Prevention and Response (OSPR)
- California State Fire Marshall
- Los Angeles Regional Water Quality Control Board
- South Coast Air Quality Management District
- City of El Segundo
- U.S. Environmental Protection Agency Region IX
- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service
- U.S. Coast Guard

6. SCOPE OF ENVIRONMENTAL IMPACT REPORT (EIR)

Pursuant to the State CEQA Guidelines section 15060, the CSLC staff conducted a preliminary review of the proposed Project. Based on the potential for significant impacts, an EIR was deemed necessary. Issues to be discussed in the EIR are

provided below. The EIR will also consider alternatives to the proposed Project, including the No Project Alternative, as required by the CEQA. Additional issues and/or alternatives may be identified at the public scoping meeting, in written comments, or as part of the EIR process. We invite comments and suggestions as to the following significant impacts that are proposed to be addressed in the EIR.

6.1 Potentially Significant Impacts to be Addressed in the EIR

The CSLC, acting as Lead Agency under the CEQA, has determined that: (1) there is a reasonable possibility of an oil spill occurring from the operation of the Marine Terminal off-shore loading facilities during the 30-year lease period; (2) such an oil spill could have a significant effect on the physical environment; and (3) other aspects of the proposed Project's operations could also have significant effects on the environment.

Also provided are proposed "Significance Criteria" (based on previous analyses of marine terminals and offshore loading facilities for which the CSLC has been the Lead Agency) that could be applied to each impact area. We invite comments and suggestions on these criteria.

6.1.1 System Safety and Reliability

Handling petroleum cargos at an offshore Marine Terminal carries an inherent risk of accidents, which may involve fire, explosions and/ or spills. The potential adverse health consequences, e.g., exposure to toxic and hazardous substances, fire, explosions or spills, of the continued operation of the facility will be addressed in the System Safety and Reliability section of the EIR.

New or altered services may be required during the projected 30-year term of the lease. Such services will be analyzed in terms of the adequacy of Chevron's current Oil Spill and Emergency Response Plans in the System Safety and Reliability section of the EIR.

Significance Criteria

A public safety impact is considered significant if any of the following conditions would occur as a result of the proposed Project:

- There is a potential for fires, explosions, releases of flammable or toxic materials, or other accidents from the Terminal or from vessels calling at the Marine Terminal that could cause injury or death to members of the public, the Refinery, or Marine Terminal personnel;

- The existing facility does not conform to its oil spill contingency plans or other plans that are in effect; or

- Operations are not consistent with federal, state or local regulations. Conformance with regulations does not necessarily mean that significant impacts would not occur.

Because of the time factor involved in oil dispersion, impacts from spills are considered to be significant (Class I, i.e. a significant adverse impact that remains significant after mitigation) if first response efforts would not contain or cleanup the spill, resulting in

residual impacts that would be visible to the general public on shoreline or water areas. If a spill occurs that would be contained and cleaned during the first response, that spill would be considered a less than significant (Class II, i.e., a significant adverse impact that can be eliminated or reduced below an issue's significance criteria) impact.

6.1.2 Water Quality

The potential exists for accidental discharges into surface waters as crude oil flows between the Refinery and the offshore Marine Terminal, and as the crude oil is transported to and from the Marine Terminal by marine vessels. The potential for and impacts of such accidents on water quality and marine organisms will be analyzed in the Biological and System Safety and Reliability sections of the EIR. The EIR will also analyze the potential impacts from oil spills to water quality and to water column chemistry in Santa Monica Bay.

Significance Criteria

Impacts would be considered significant if any of the following conditions would occur as a result of the Project:

- Discharges that create pollution, contamination, or nuisance as defined in section 13050 of the California Water Code; or

- Release of toxic substances that would be deleterious to humans, fish, bird or plant life.

6.1.3 Biological Resources

Plant and animal life, including rare or endangered species along the shore, could be impacted by accidental spills. The potential impacts on these resources by spills of different sizes, types, e.g., crude oil versus refined product, and locations, will be analyzed in the EIR.

Marine biological resources of concern in the area include rocky bottom areas, commercial fish and shellfish species, marine mammals, kelp and birds of special status, such as the peregrine falcon, snowy plover, and least tern. The potential impacts on these resources from the project will be fully analyzed in the EIR.

If ballast water loaded onto the tanker at another location is discharged at the terminal, new species could be introduced into the environment. In addition, these tankers may also have potential to introduce new species into the environment via hull fouling. Both of these potential impacts will be analyzed in the EIR.

Continued tanker traffic serving the Marine Terminal and operation along the coast could, over time, cause deterioration of existing fish or wildlife habitats and affect commercial and recreational fishing in the event of a spill. This potential will be analyzed in the EIR.

Significance Criteria

The region of influence addressed in of the EIR encompasses the marine environment of Santa Monica Bay. The significance of environmental impacts is based on:

- The relative and overall importance of a given resource and whether it is of recreational, ecological, or legal significance;
- The proportion of the resource that would be affected relative to its abundance in the region;
- The sensitivity of the resource to activities associated with the proposed Project; and; or
- The duration of the ecological impacts associated with effects.

The following criteria are used to determine the significance of impacts. Impacts are considered significant if they would:

- Directly or indirectly cause measurable change in species composition;
- Cause or contribute to a measurable change in function of areas of special biological significance;
- Cause a measurable change in a population of any endangered or non-endangered species of recognized commercial, recreational, or ecological concern;
- Temporarily reduce any fishery in the local (Santa Monica Bay) or regional (coastal) study areas by ten percent or more during a season;
- Reduce any fishery by five percent or more for more than one season; or
- Reduce kelp harvesting or aquaculture harvest areas by five percent or more.

6.1.4 Air Quality

The long-term operation of the Marine Terminal will result in air emissions which are regulated by the South Coast Air Quality Management District (SCAQMD). These may increase over the term of the 30-year lease term. The impacts of the Marine Terminal on regional air quality will be reviewed in light of current regulations, e.g., SCAQMD Rules, and available control technologies.

Odors may result from the operation of the Marine Terminal. The nature and impact of objectionable odors from Marine Terminal operations will be analyzed in relationship to nearby residential neighborhoods.

Significance Criteria

Criteria for determining the significance of air quality impacts are based on federal, State, and local air pollution standards and regulations. Impacts on air quality are considered to be significant if the proposed Project's emissions would:

- Increase ambient air pollution levels from below to above these standards;
- Contribute measurably to an existing or projected air quality violation; or
- Be inconsistent with measures contained in the applicable Air Quality Management / Attainment Plan.

Potential significant air quality impacts in the Basin are evaluated using SCAQMD criteria for measurable emissions, project-related emission factors, and daily threshold levels from the Project's operation.

6.1.5 Aesthetics

Continued operation of the Marine Terminal will result in tankers and the facility being visible to the public. This impact on the area's visual quality will be addressed in the EIR.

Significance Criteria

Impacts for visual assessments are considered to be significant if one or a combination of the following apply:

- Changes at the site, including changes to form, line color, and/or texture, substantially degrade the character of the site, degrade an existing viewshed, or alter the character by the introduction of anomalous structures or elements; or
- Changes at the site that result in changes in the expectations of viewers, measured against the relative importance of those views, and result in a negative impression of the viewshed.

6.1.6 Geological Resources

The Marine Terminal is located in a seismically active area. In the event of an earthquake, structural damage to the adjacent pumping and storage facilities could result in an oil spill, which could cause severe environmental damage and safety hazards to employees and the public. An assessment of risk of geologically induced accidents and their environmental consequences and prevention will be analyzed in the Geology and System Safety and Reliability sections of the EIR.

Significance Criteria

Impacts to the geological environment associated with the 30-year Marine Terminal lease would be considered significant if:

- Unique geologic features, such as paleontological resources, or geologic features of unusual scientific value for study or interpretation would be disturbed or other wise adversely affected;

- Known mineral (gas or petroleum) resources would be rendered inaccessible;

- Geologic processes, such as landsliding or erosion, would be triggered or accelerated; or

- Substantial alteration of topography or ground surface relief, beyond that resulting from natural erosion and deposition.

Impacts of the following geologic hazards on the proposed Project would be considered significant if they occur:

- Earthquake-induced ground shaking occurs, which is capable of causing settlement or surface cracks at the site and attendant damage to structures, or of causing a substantial loss of use, or of exposing the public to substantial risk or injury;

- Ground rupture due to an earthquake at the site and attendant damage to structures and improvements causing a substantial loss of use;

- Earthquake induced ground shaking capable of causing liquefaction and settlement at the site and attendant damage to structures and improvements causing a substantial loss of use; or

- Local and distant earthquake induced tsunamis causing flooding at the site and attendant damage to structures and improvements causing substantial loss of use.

6.1.7 Hazards and Hazardous Materials

This section will describe those aspects of the existing environment and structural integrity of the facilities that may impact operational safety, or that may be affected by an accident associated with the operation of the offshore portion of the Marine Terminal, including the transportation of crude oil and petroleum products to and from the offshore facilities. Additionally, handling petroleum cargoes at a Marine Terminal carries an inherent risk of accidents that may involve fire, explosions and/or spills. The EIR will address the potential adverse health consequences, e.g., exposure to toxic and hazardous substances, fire, explosions or spills in conjunction with continued use of the facility. The analyses will include:

- A review of past and present Marine Terminal and operational characteristics including: throughput quantities and mix; vessel size, age and design; frequency of visits; Marine Terminal and vessel personnel requirements; technological

advances; Marine Terminal management practices; operational condition of the equipment at the Marine Terminal; and oil spill response capabilities;

- Projection of transportation requirements for crude oil and operational characteristics over the 30-year lease term;

- Analysis of existing and proposed federal, State and local laws, regulations, plans and policies affecting Marine Terminal location and operations;

- Assessment and evaluation of the safety of Marine Terminal operations, both human and technological including condition of the chain and anchor systems, as well as pipeline issues such as adequacy of cathodic protection systems, internal/external corrosion, free spanning and vortex shedding; or

- Assessment of the potential risk of Marine Terminal related accidents resulting in an oil spill or other damage to the environment and identification of feasible steps for eliminating or minimizing that risk.

Significance Criteria

A hazards and/or hazardous materials impact is considered significant if any of the following apply:

- If the existing facility does not conform to its oil spill contingency plans or other plans that are in effect or if current or future operations may not be consistent with federal, state or local regulations. Conformance with regulations does not necessarily mean that there will not be significant impacts;

- There is a potential for fires, explosions, releases of flammable or toxic materials, or other accidents from the Marine Terminal, or from vessels that could cause injury or death to members of the public; or

- Existing and proposed emergency response capabilities are not adequate to effectively mitigate spills and other accident conditions.

Although the potential for oil or product spills will be discussed in this section, the potential impact of spills will also be analyzed in other, appropriate resource-related sections such as biology, water quality, land use, planning and recreation.

6.1.8 Socioeconomics

The area surrounding Santa Monica Bay is primarily urban and industrial, with a large number of incorporated cities. The economy of the region is centered on industry, entertainment, tourism and government activities. The EIR will analyze the socioeconomic impacts associated with the continued operation of the Marine Terminal.

Significance Criteria

The proposed Project is considered to have a significant impact if any of the following changes occur as a result of the project:

- An increase in population growth greater than 3 percent of the existing population;
- An increase in infrastructure requirements that cannot be met by existing utility systems;
- An increase in demand in the delivery and utilization of basic public services that cannot be met by the government;
- An increase in land values and housing costs that exceed the purchasing power of local residents;
- A decrease in government revenue or increase in government expenditure which will result in net loss;
- Disruption and division of neighborhoods resulting in social disability.
- Displacement of existing structures and residents which cannot be relocated to comparable areas; or
- Displacement or termination of existing economic activity which cannot be compensated or relocated to comparable areas with equal potential for income generation.

6.1.9 Land Use, Planning and Recreation

Continued use of the Marine Terminal could have an impact on sport fishermen, recreational boaters and other recreational users. This potential impact will be analyzed in the EIR.

The coast adjacent to the Marine Terminal is accessible to the public and appears to be used frequently for fishing, surfing, sunbathing, and other beach-related recreational activities. The public gains access to the beach at the project site from along the coast to the north or south of the facility.

Significance Criteria

Land use /recreation impacts are considered significant if any of the following apply:

- The proposed Project would result in conflicts with established and proposed land use or recreational policies and adopted general or specific plans;
- The proposed Project or the alternatives would result in a conflict with current and/or projected recreational uses; and or

- Vessel operations or oil spills would result in substantial disruption or reduction of areas used for recreational boating, or shoreline recreation.

6.1.10 Noise

The EIR will address the potential effects of noise associated with Marine Terminal operations on the surrounding areas and population.

Significance Criteria

- The standards identified in the city of El Segundo Municipal Code and the city of El Segundo and city of Manhattan Beach General Plans are used to determine significance of noise generated by continued operations and future operations of the Marine Terminal. When these standards are exceeded a significant impact would occur. In addition, construction or operational activities that generate intrusive noise levels that exceed the noise ordinances of either the city of El Segundo or the city of Manhattan Beach would also be considered as a significant impact.

- Furthermore, noise impacts also have to be assessed in terms of perceived change in existing sound levels. A change of 5 dB is considered noticeable and a change of 10 dB represents a doubling of perceived noise, and could result in sustained complaints. These guidelines, in addition to the city standards, will be used in this analysis to identify noise impacts at the noise sensitive receptor locations.

6.1.11 Energy

By its very nature, the proposed Project could have the potential to impact energy resources.

Significance Criteria

Impacts to energy supplies are considered significant if any of the following conditions result from the proposed Project:

- Refining capacity or availability of refined product in Los Angeles area is reduced;

- Energy supply in the Los Angeles area is temporarily or permanently disrupted;

- Changes must be made in Los Angeles area's present refining and product transportation system; or

- Project-related energy demand would consume a large portion of existing supplies, or would reduce the level of service to other users, thereby requiring the development of new facilities or sources of energy, in excess of those already planned.

6.1.12 Cultural Resources

On-going operation and maintenance activities will be restricted to the portions of the lease area already developed for industrial uses; nonetheless, there is a potential for operation and maintenance-related impacts to cultural resources. The EIR will examine the potential for any such impacts.

The State CEQA Guidelines (section 15064.5) define "historical resources" as follows:

> Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in the light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource has integrity and meets the criteria for listing on the California Register of Historical Resources as follows:
>
> (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> (B) Is associated with the lives of persons important in our past;
>
> (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
>
> (D) Has yielded, or may be likely to yield, information important in prehistory or history.

Significance Criteria

Thresholds of significance for cultural resource impacts for the proposed Project are defined as situations where maintenance or operation could:

- Result in damage to, the disruption of, or adversely affect a property that is listed in the California Register of Historical Resources (CRHR) or a local register of historical resources as per section 5020.1 of the Public Resources Code;

- Cause damage to, disrupt, or adversely affect an important prehistoric or historic archaeological resource such that its integrity could be compromised or eligibility for future listing on the CRHR diminished; or

- Cause damage to or diminish the significance of an important historical resource such that its integrity could be compromised or eligibility for future listing on the CRHR diminishes.

6.1.13 Environmental Justice

The CSLC developed and adopted an Environmental Justice Policy to ensure equity and fairness in its own processes and procedures. This policy stresses equitable treatment of all members of the public and commits to consider environmental justice in its processes, decision-making, and regulatory affairs which is implemented, in part, through identification of, and communication with, relevant populations that could be adversely and disproportionately impacted by CSLC projects or programs, and by ensuring that a range of reasonable alternatives is identified that would minimize or eliminate environmental impacts affecting such populations.

This portion of the EIR will analyze the distributional patterns of high-minority and low-income populations on a regional basis. The analysis will focus on whether the proposed Project's impacts will have the potential to disproportionately affect area(s) of high-minority population(s) and low-income communities, thereby creating an adverse environmental justice impact.

Analysis Criteria

An environmental justice impact would be considered significant if the proposed Project would:

- Be shown to have a disproportionate impact to minority and/or low-income populations at levels exceeding the corresponding medians for the County in which the project is located; or

- Result in a substantial disproportionate decrease in the employment and economic base of minority and/or low-income populations residing in the County and/or immediately surrounding cities.

6.2 CUMULATIVE PROJECTS

Although vessels in transit to and from the Marine Terminal may not be the responsibility of Chevron, an accidental spill/release of oil in the area could occur. Therefore, in accordance with the CEQA, section 15130, the EIR will discuss the cumulative impacts of the proposed Project and address the likelihood of occurrence and severity of the potential impacts. The EIR will discuss other marine terminals operating in the area, foreseeable projects in the general vicinity, and projects in or near shipping lanes utilized by in-bound and out-bound tankers.

6.3 PRELIMINARY LISTING OF ALTERNATIVES TO BE ADDRESSED IN THE EIR

The development of this portion of the EIR will utilize an alternative screening analysis which will:

1. evaluate a reasonable range of alternatives;

2. provide the basis for selecting alternatives that are feasible and reduce significant impacts associated with the proposed Project; and

3. provide a detailed explanation of why other alternatives were rejected from further analysis.

The EIR will consider, at minimum, the following alternatives:

6.3.1 No Project/No Action Alternative

Under the No Project Alternative, Chevron's application for a new 30 year lease would be denied and the existing Marine Terminal would be abandoned in place or removed pursuant to a schedule determined by the CSLC. The Refinery's needs could potentially be serviced, for example, by the proposed Pier 400 Project within the Port of Los Angeles and its associated interconnects to existing pipeline systems to which the Refinery is connected. A decision to remove or abandon the Marine Terminal will be the subject of a subsequent application to the CSLC and subject to additional environmental review. For the purposes of the EIR, potential impacts of decommissioning are to be discussed only briefly.

6.3.2 Conventional Buoy Mooring Relocation Alternative

Under the Conventional Mooring Relocation Alternative, Chevron would relocate the conventional multiple buoy moorings (CBMs) and navigational moorings to deeper waters approximately 10,800 feet (2.0 miles) offshore. Permits from the United States Coast Guard, Coastal Commission, and other agencies would be required.

Relocation or replacement of the existing CBMs into deeper water would involve removing the existing buoys, installing new buoys in deeper water, extending the existing pipelines that serve the berths, and some equipment replacement and modification of certain onshore Marine Terminal pumping facilities. Impacts associated with the relocation or replacement of CBMs will be evaluated in the EIR.

6.3.3 Single Point Mooring Replacement Alternative

Under the Single Point Mooring Replacement Alternative, Chevron would establish two single point mooring systems (SPMS) between approximately 14,100 feet (2.7 miles) and 18,228 feet (3.5 miles) further offshore while continuing to operate the El Segundo Marine Terminal. The two existing CBMs would be decommissioned after operations were transferred to the new SPMS. Permits from the United States Coast Guard, Coastal Commission, and other agencies would be required.

SPMS installation would involve extending existing pipelines, installation of SPMS facilities, abandonment of the existing berths, and onshore modifications to the Marine Terminal pumping facilities to accommodate the higher pressure from the longer pipelines. Impacts associated with installation of the SPMS will be evaluated in the EIR.